

TRANSPORTATION.

Hawkins' Omnibus Line

LEAVES MIDDLE

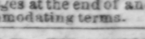
for Louisville every morning (Sundays excepted) at 7 o'clock and arrives at Louisville at 9 o'clock. Leaves Louisville at 4 o'clock, and arrives at Middle town at 6 o'clock P. M.

Passengers will be called for who leave their names at the stable, on Third street, opposite the post office at Ark's stable, on Fifth street, near Main.

Fare from Louisville to the Middle town 10 cents; from Middle town 5 cents; to Middletown 25 cents.

Comfort, cheapness, speed, and safety are what we refer particularly, and the public may be assured that this line will be permanent.

J. B. & W. T. HAWKINS.


 We will also take charge of and deliver small
 packages at the end of and anywhere along the line, at
 accommodating terms. ask till
FOR WASHINGTON CITY,
Baltimore, Philadelphia,
NEW YORK, &c.
 Most direct through Line for the East.
BALTIMORE & OHIO
 BALTIMORE, MD.

RAILROAD!

THIS GREAT WORK OF INTER-
national improvement (323 miles from Wheeling,
Baltimore, and 403 to Washington) was opened to the
Ohio river in January, 1888, and has now been fully
completed and approved, both as a freight and passenger
road. This road is located in a romantic country, is
solidly constructed, fully equipped, and carefully
managed, and is thus rendered an attractive as well as
a safe line for the transportation of freight and passengers.
Central Ohio Road, from Columbus to the Ohio river,
near Wheeling, adds greatly to the importance of this
great work, as it connects with the most thorough railroad
connection in the entire Ohio valley.

THE ONLY THROUGH TICKETS BETWEEN LOUISVILLE AND THE NATIONAL METROPOLIS are sold by this road, which runs direct to Washington, Baltimore, New York, Philadelphia and other cities. It is also the only line by which baggage can be checked to Washington from the West. At Baltimore the road connects with the Railroad to Philadelphia and New York, etc.

Passengers going East from Louisville, may proceed by the Louisville and Nashville Railroad to Cincinnati, to connect with the line, which leaves Louisville for the Jeffersonville Railroad direct.

The Mail Steamers leave Louisville daily for Cincinnati and New Orleans, with the Little Miami Railroad at A. M. (or P. M.) for Columbus, connecting there with Central Ohio Railroad.

opposite Denwood station, 4 miles below this place the connection with the B. & O. is made direct. By express trains of this line Cincinnati to Baltimore is made in 24 hours, and to Washington less than 26 hours.

THROUGH TICKETS are sold as follows: Cincinnati to Baltimore, \$12.00; to Erie, \$12.00; to Baltimore \$12; to Philadelphia, \$15.00; to St. Louis, \$20.00. To be had of F. CARTER, at southeast corner of Third and Water streets. Be sure you are not taken by the Ohio Railroad route.

THROUGH TICKETS may also be had at the Jeffersonville ticket office, on the Ohio Railroad route, by way of the Jeffersonville, Nashville, Little Miami, and Central Ohio routes.

At WHEELING or Sandwood the passenger cars of the O. & C. Railroad daily at 5 P. M., and 11:30 P. M., for Baltimore, (or Philadelphia) by close connection there is to or from Philadelphia, regularity, beauty of the country, comfort, this road is second to none in the **FIRE-IGHS**.—With the largest equipment road in the United States, it is easy to do an immense business in the transportation which are carried with care and dispatch. A low set of axes of any other road here makes immediate connection at the streets of Baltimore with the Railroads.

And New York, see freight tariff, on
Freightship Company's lines, by New
York and Boston, steamers to New
Vancouver, B.C.
For particulars see freight tariff, on
be hand of any of the Forwarding House
at 119
Master of Transportation
SHORTEST ROUTE TO BALTIMORE
And Quickest Route to Philadelphia
1855. Summer Arrangement.

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TO ZANESVILLE IN 30 HOURS;
TO WASHINGTON IN 36 HOURS;
TO BALTIMORE IN 36 HOURS;
TO PHILADELPHIA IN 36 HOURS;
TO WASHINGTON IN 36 HOURS;
Connecting at Baltimore with the Pennsylvania, Wash-
ington, and Baltimore railroad, to Philadelphia;
Connecting with Trans New Jersey railroad, to New York.

This is the only route which can make the 30 hour
time between Cincinnati and Baltimore; arriving
in advance of any other route.

This is the only route which can make the 36 hour
time between Cincinnati and Philadelphia; arriving
in advance of any other route.

This is the only route which can make the 36 hour
time between Cincinnati and Washington; arriving
in advance of any other route.

For full particulars of rates and through tickets, apply to
the agents of the Cincinnati and Western Railroad, or to the
agents of the connecting lines.

LEAVE CINCINNATI BY 11 P. M. Arrive at
127 Grand-Island at 12:30 a. m. and
leave Cincinnati at 6 o'clock A. M. and
arrive at 11 o'clock, noon. Leaves Zanesville
at 11:30 a. m. and arrives at Wheeling at 3 P. M.
Connecting at Wheeling with the Baltimore
Ohio railroad, and arriving at Baltimore at 5:30
P. M. Arriving at Washington City at 11 o'clock
A. M. and at New York at Baltimore for Philadelphia
and New York, direct.

Connecting at Washington for Frederickburg,
terrace, Richmond, etc.

Connecting at Washington with the Miami railroad, leaves Cin-
cinnati at 11:20 o'clock A. M., arrives at Zanesville at
8 P. M. Leaves Zanesville at 8 P. M. and arrives

Connecting at Wheeling with Train Baltimore
Ohio Railroad, for Baltimore and Washington.
Connecting at Baltimore with Train for Philadelphia
and New York.
Connecting at Washington for Fredericksburg,
terburg, Richmond, &c.
3a Train Night Express—Little Miami
leaves Cincinnati at 9 o'clock P. M. and
arrives at 2 o'clock A. M. leaves Zanesville
at 2 o'clock A. M. and arrives at 8 o'clock A. M.
Connecting at Washington for Baltimore,
more and Ohio Railroad, for Cumberland
leaves sleep and resupply by Morning Train
connecting at Washington for Baltimore,
and New York direct.

Through tickets for Washington are at dericksburg, term, and Philadelphia, Pa.
Baggage checked from Cincinnati to Wheeling, from thence to Washington City, and
Baggage checked from Washington City to Baltimore, from thence to Philadelphia, Pa.
Through tickets for Washington City can only be secured by this route, and it is the only route by which passengers can be carried via Baltimore to Philadelphia and New York.
Through tickets to Winchester, Richmond, Fredericksburg, and Washington, and
Baggage checked from the Little Miami Road, can only be procured by the Little Miami Road, and the only route by which passengers can go thence to Washington to Charleston, Savannah, New Orleans, Augusta, and other southern ports.
FOR THROUGH TICKETS.

And all information at Cincinnati, please apply at Little Miami Offices, P. W. Strader, general Agent, No. 2 Burnett House, first door west of Vine; No. 10 Gibson House, front corner at south east corner of Way and Front, directly opposite Spencer House, at the Little Miami Depot.

ISAAC A. SOUTHWICK,
Superintendent Central Ohio Railroad.

C. W. S. BROWN,
Agent C. O. R. R., Cincinnati. jyl4

NEW ALBANY & SALEM RAILROAD

CHANGE OF STARTING TIME.

ON AND AFTER MONDAY, OCTOBER 10th,
 Express Trains will leave New Albany as follows:
 Express Train leaves at 3:30 A. M. on Mondays
 through to Chicago, without change of cars or baggage.
 Accommodation Train (night and passengers) leaves
 at 9 A. M.
 RETURNING—Through Express from Chicago, leaves
 Michigan City at 3:30 A. M.
 Accommodation, South, leaves Bloomington
 at 9 A. M.
 The 12 o'clock A. M. Express Train will after the
 1st be discontinued. (See JAS. J. BLOKS, Pres.)

Fare Reduced.

ONLY \$7
FROM LOUISVILLE TO CHICAGO
BY THE
New Albany and Salem Railroad
The only direct Route, and the only
Route by which Through
Tickets can be had.
TWO DAILY EXPRESS TRAINS

Express Train leaves New Albany at 3:30 o'clock a. m. Accommodation Train (freight and passengers) leaves at 4:30 a. m.

Both Trains connect at Chicago with all morning and evening Trains for the West and Northwest. Also, Michigan City with the Trains on the Michigan Central, Chicago, St. Paul and Northern Pacific, Chicago and New York, Boston, etc. The route to Buffalo, Niagara Falls, Albany, New York, and other cities is also a very important and interesting route to the West, passing through some of the most flourishing and the largest cities in Indiana, such as Chicago, Indianapolis, St. Paul, Peoria, Bloomington, Greenville, Crawfordsville, Fayette, and Michigan City, on Lake Michigan and the Grand Trunk Railroad.

For every American citizen, it is also seen, that

over this route.

From Michigan City the route passes through the most delightful and flourishing part of the Detroit river, thence crossing the Detroit river through the most interesting portions including the Thruway, the Hamilton, &c., in view of Lake Ontario, Niagara Suspension Bridge, a work more wonderful than any of the other similar work of art in the world; a full view is had of the Niagara Falls.

For the North and Northwest requiring no change of cars on Ohio river and Chicago. The route is and is now one of the best having the longest continuous

the United States.
By this route also turn out
Transitman directly through
Tickets at reduced rates to
Rock Island, St. Louis, Pe-
riak, Milwaukee, Chicago, St.
Albany, New York, Boston,
ice of the Louisville and
No. 322 Main street, north
Third, Louisville, where
sprinting routes, time, and
L&N Passengers, by the
named office, will be
served at the Cars.
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 turer, No. 1
 of Peter & Son
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